Temporary traffic management newsletter

Issue 11 | May 2020

Welcome to the first quarter newsletter for 2020.

This newsletter includes the quarterly organisational leader board (January to March 2020), STMS of the month for January, February and March 2020 along with feature articles, TTM crash reporting, sign of the month, and some important useful links and email addresses.

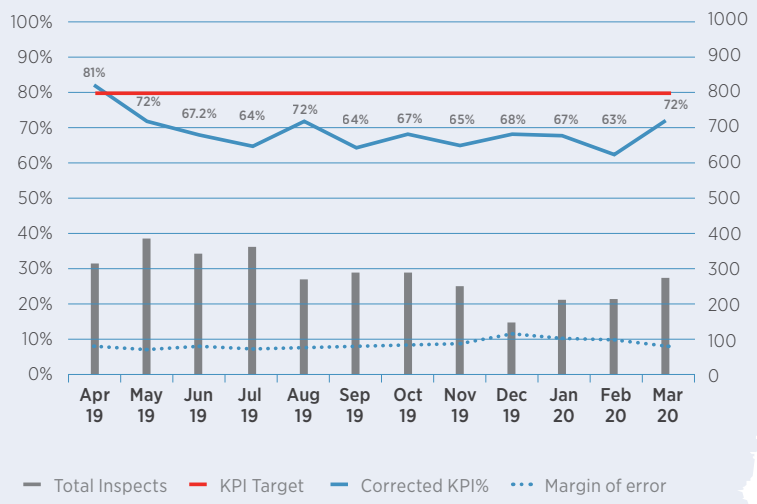
If you have any ideas or suggestions for future newsletters, please let us know.
The next newsletter is planned to be sent during July 2020.

Statistics – Key Performance Indicators

Each month we report Key Performance Indicators (KPI) of TTM Compliance across the network. One KPI we report is the percentage of "Satisfactory TTM Sites".

A Satisfactory TTM Site is defined as those reviewed with a High Standard, Acceptable or Needs Improvement result. Graph 1 pictured below shows the tracking of this KPI. We can provide data to organisations (Principal, Main Contractor or TTM organisation) on request. Please feel free to request data. However, please note that detailed information regarding competitors or those from other organisations that the information is pertaining to, will not be issued.

Temporary Traffic Management Performance



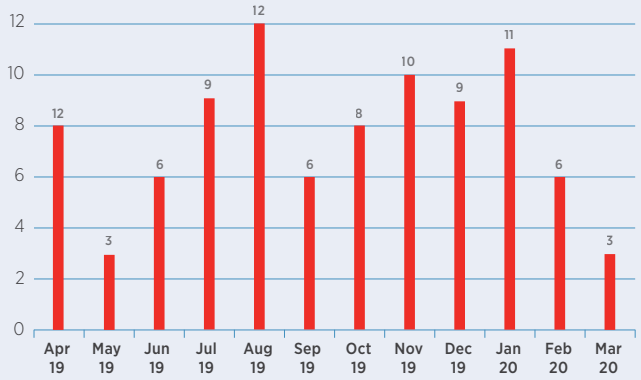
Inside:

(click here)

Statistics – Key Performance Indicators continued

The following graph shows reported crashes. We identify crashes from a variety of sources including contractor self-initiated reports, customer / customer reports, newspaper articles, police reports and other informal sources. Please note that no trend analysis is possible at this stage due to known underreporting although we have noted a significant improvement in self-initiated reports coming through in the last year, many thanks – let us keep these coming.

Reported Crashes at Work Sites



Note: Police reported crashes are not recorded/reported until the conclusion of the police investigation which can, in some cases, be several months after the date of occurrence.

The information in crash reports are used to help identify areas for improvement across the industry. You can report information regarding a crash at a worksite via TTM.Crash@at.govt.nz

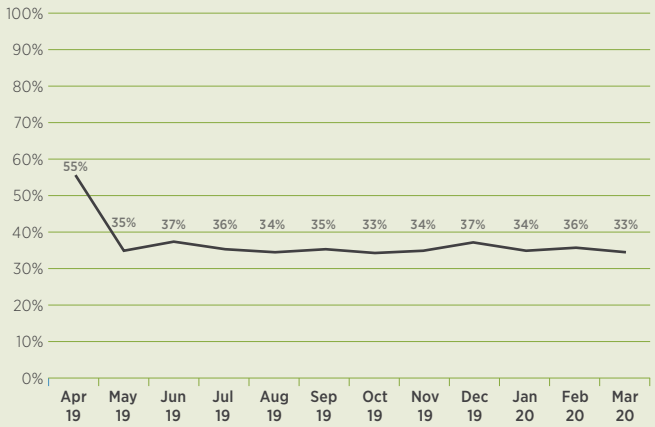
Corridor Access Requests

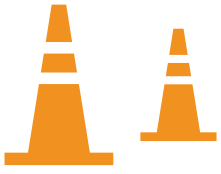
During the first quarter the CAR team have continued to exceed the KPIs for processing times despite the ongoing increase in applications received. Applications approved to date for the 2020 year are currently 14% above the same time in the 2019 year. Monthly totals are shown in the table below.

MONTHLY TOTALS

Month	No of applications approved	< 5 days	<15 Days
January 2020	1486	75%	98%
February 2020	1776	82%	99%
March 2020	1862	82%	98%
Total CARs Approved	**5124**		

The following graph indicates the approval percentage for CAR applications on their initial submission. This is calculated from the data recorded in My Worksites, as applications are either put on hold or rejected for various reasons.





When must a level 2/3 Practising STMS be on-site?

We have recently reviewed many sites on level 2 roads where a level 2/3 NP STMS has set up the site from scratch and/or altered the site themselves without a level 2/3 STMS P being present. This is not in accordance with best industry practice as documented in the relevant Section A5.8.5.2 of The CoPTTM. It is important for all organisations and CoPTTM trained personnel to read and understand this section.

A5.8.5.2 When the level 2/3 STMS must be on-site

The STMS must be present at an attended worksite at all times except during a drive through when the STMS may need to leave the worksite to gain access to the front of the worksite. In this case the STMS may be away from the worksite for up to 30 minutes.

Exceptions to this rule are as follows:

- Shoulder closures

  An STMS is permitted to control up to four attended shoulder closure worksites on level 2 and level 3 roads at any one time subject to the following:

  - an STMS remains within 30 minutes of all worksites
  - a person with a minimum qualification of STMS-NP is present and takes charge of TTM at each attended worksite
  - that STMS-NP must have been briefed by the STMS and the briefing documented
  - the STMS must be present for the set-up, alteration and removal for each of the worksites

- Capital projects

  An STMS is permitted to control all worksites for a capital project at any one time subject to the following:

  - the STMS remains within 30 minutes of all worksites
  - that a person with a minimum qualification of STMS-NP is present and takes charge of TTM at each attended worksite
  - that STMS-NP must have been briefed by the STMS and the briefing documented
  - the STMS must be present for the set-up, alteration and removal for each of the worksites

First Quarter 2020 Organisational Leaderboard

(January to March 2020)

20 OR MORE REVIEWS CATEGORY

No. of organisations in category: 3

1st	Traffix Ltd	**95%**
2nd	Fulton Hogan Ltd	**69%**
3rd	Evolution Traffic Management Ltd	**62%**

10–19 REVIEWS CATEGORY

No. of organisations in category: 8

1st	Dempsey Wood Traffic Ltd	**75%**
2nd	Independent Traffic Control Ltd	**67%**
3rd	T8 Traffic Control Ltd	**62%**

4–9 REVIEWS CATEGORY

No. of organisations in category: 12

1st	Higgins Contractors Ltd	**100%**
1st	Rohits Civil & Infrastructure Ltd	**100%**
1st	Scot Thrust Ltd	**100%**

Well done to all the staff and STMS's in these organisations who contributed positively to their results.

If any organisation wants to know their position and rating, please let us know.

Suspension of AT Downgrading relaxation

As you may recall, in 2015 Auckland Transport put in place a methodology for allowing for the STMS to downgrade the closure from that approved in the TMP in accordance with various conditions. This relaxation has been suspended on 15 November 2019 and communicated through our TTM Industry update #43.

However, we have been informed by some STMS's that they were not aware of this suspension. This is further supported by a continuing trend showing downgrading is still being undertaken despite this no longer being permitted best practice either by AT or CoPTTM.

The risks outlined in the 2015 newsletter regarding the downgrading relaxation remain equally relevant today. In the event of downgrading occurring, the STMS is required to redesign and install a worksite with limited (if any) oversight or cross checking. Unfortunately, very few (if any) organisations and STMS' have consistently and successfully implemented closures using the downgrading relaxation and this shows through in our assessment of the physically implemented worksites. Assessment of data shows more than 55% worksites are installed unsatisfactorily and 10% are identified as dangerous.

In addition, recommendations from the Coroners office have highlighted the issues with not following an approved plan (the downgrading relaxation is doing exactly this). A Safety Alert issued earlier last year touches on this - the fuller comments (conclusions) from the Coroners findings published were:

"As this case illustrates, road works – even those deemed 'low risk routine maintenance works' by those responsible for them – pose potential risks for road users and temporary traffic management arrangements that comply fully with the Code of Practice for Temporary Traffic Management (CoPTTM) are an essential part of road safety at all roadworks. Those responsible for traffic management plan approval must be satisfied that there are appropriate processes in place and that traffic management plans for all jobs (large or smaller) are appropriate and compliant with CoPTTM. Those implementing such plans must do so in accordance with the plans."

The now suspended downgrading relaxation is not in alignment with the Coroners conclusions and also not in accordance with the CoPTTM.

We therefore reiterate that the downgrading relaxation has been suspended for any and all organisations and individuals working on any and all Auckland Transport roads.

All TTM providers (including STMS') are advised to ensure there is an appropriate approved TMP available for the work and to follow the approved TMP (as per the Coroners comments above). If the TMP is not appropriate or available, the STMS should not set up the site and work should not continue until such time that an appropriate approved TMP is available.

Further, if the current TMP is not as efficient as it could be (for example, a less disruptive closure is possible but has not been included in the current TMP), improvements to the TMP can be applied for through the usual approval process. In the meantime, the STMS shall follow and implement the currently approved TMP until such time as any improved TMP is approved.

This aligns with the Vision Zero priority statement "We will get you there safely, as efficiently as we can." Read more here:

https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/

https://at.govt.nz/media/1980787/vision-zero-for-t%C4%81maki-makaurau.pdf

Temporary Barrier Systems in TMPs

We have identified an issue where contractors are submitting TMPs with Barrier designs in order to get approval. Our CAR Coordinators will not approve these because they are not qualified to do so. The submissions have sometimes come about as a result of one or more of our reviews identifying that there is no barrier system approval (and subsequent CAP).

In reviewing the CoPTTM requirements, it is clear that the qualified Installation Designer is responsible for signing off this section of the TMP. The following is a quote from C18.10 from The CoPTTM:

"From 1 January 2016, a person qualified on the TRSB workshop will be required to prepare TMPs involving barrier systems and to supervise the installation and maintenance of the temporary barrier system. They are responsible for signing off the temporary barrier section of the TMP as the Installation Designer."

What this means is that as long as the Temporary Barrier Design has been signed off by a qualified Installation Designer, it is considered to be approved. The document does not need to be stamped through MyWorkSites but it should show in MyWorkSites as a document attached to the TMP or it must show in the comments section.

The Temp Barrier Proforma has been widely utilised within the industry in several different formats. In order to ensure a consistent approach for all Traffic Management Plans which include a barrier design, use of the Waka Kotahi proforma will now be a mandatory requirement to allow designers to state any assumptions, summarise any issues that have arisen as part of the design, understand the hazards and to outline the mitigations required to correct these.

Below is a link to the Temporary Road Safety Barrier Design Statement which should accompany the TMP:

https://www.nzta.govt.nz/assets/resources/code-temp-traffic-management/docs/2020/01a-Temp-Barrier-Design-Statement-April2020.docx

Refer to sections C18.9 (Approval) & C18.10 (Design, installation and inspection) of The CoPTTM reproduced in full below:

C18.9 Approval requirements

Barrier system installation issues that are not covered by the manufacturer's or supplier's guidelines must be referred to the supplier and the road authority for resolution. These referrals and outcomes must be documented. Any outstanding issues should be referred to the NZ Transport Agency's National Traffic and Safety Manager for resolution.

The TMP must include a copy of the approved current barrier placement plan and the completed product specific installation checklists. The documented installation issue resolutions must also be included. A copy of the applicable product specific installation guidelines must also be kept at the worksite. Any barrier placement changes done in the course of activity must be reflected in the approved current barrier worksite plan and checklists. A temporary road safety barrier system must be monitored to ensure that the placement and condition remains acceptable. Any modification in the course of the activity requires that the modified system still comply with length of need, deflection, and the manufacturer's or supplier's installation guidelines.

C18.10 Design, installation and inspection of temporary barrier systems

NZTA currently provides a series of 3 barrier workshops:

1. *Road safety barrier installation maintenance and inspection workshop (RSBIMI)*
2. *Temporary road safety barrier workshop (TRSB)*
3. *Road safety barrier design workshop (RSBD)*

An assignment must be completed and passed to gain the qualification for each of the three barrier workshops.

The RSBIMI is a pre-requisite for the RSBD workshop. From 1 January 2016, a person qualified on the TRSB workshop will be required to prepare TMPs involving barrier systems and to supervise the installation and maintenance of the temporary barrier system. They are responsible for signing off the temporary barrier section of the TMP as the Installation Designer.

Currently NZTA is working with Australian state roading authorities to introduce an installer certification system. Should this become available it will become the new accreditation standard.

All installations of temporary barrier systems must be undertaken by a suitably qualified System Installer who has qualified on the NZTA TRSB workshop. The System Installer is responsible for installing the road safety hardware and/or devices in accordance with the installation manual(s). Barrier inspectors must be accredited by NZTA and the manufacturer of the barrier system.

Crash Study – Motorcyclist Accident

Event

A motorcyclist was riding through a worksite which had a partial road closure with a detour for the opposing direction of traffic. Near a bend in the road, they suddenly encountered an emergency vehicle travelling towards them against the traffic flow. The motorcyclist diverted into the non-active workspace and lost control of their motorcycle, when they collided with a stock pile of loose aggregate. Fortunately, the rider only suffered minor abrasions and there was only minor damage to their motorcycle.

Situation

The one way detour was in place to manage the safe delivery of several isolated digouts and road surfacing maintenance, along a long stretch of a rural level one road.

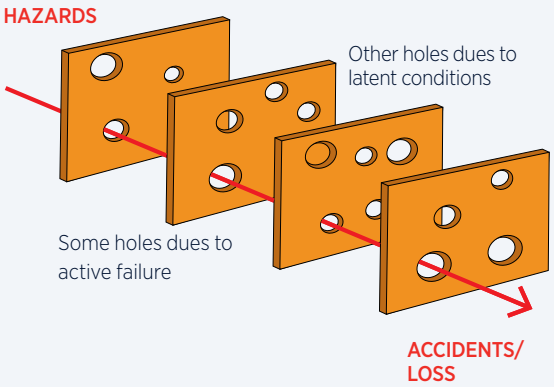
The physical works had finished for the day and the site was in its non-active but attended phase. The closure was being monitored 24/7 throughout the non-active periods. This was due to concerns regarding non-compliance by some road users and risks associated with any road users travelling the one way closure contrary to traffic. This risk was compounded by the fact that the one way detour was lengthy and the route effected by these works and detour, was a major rural route for the area, connecting various small towns and centres.

At around 09:30pm on the evening of the crash, an emergency vehicle approached the tail or exiting end of the one way TTM closure. This exit was manned by a TC whom amended the delineation to allow the emergency vehicle to enter the live lane contrary to traffic.

The emergency vehicle proceeded down the on-coming lane and once they travelled past the left hand bend it is understood that they met the motorcyclist coming towards them in the oncoming regular traffic lane and the rest is history.

The outcome could have been much worse.

Hazards and Accidental Loss



Some of you may have heard of the swiss cheese incident occurrence model. Most crashes are caused by several or many control failures, failures to act or latent conditions. As a result, the negative outcome could have been avoided or prevented simply removing or changing one of the many layers of swiss cheese (controls or causations).

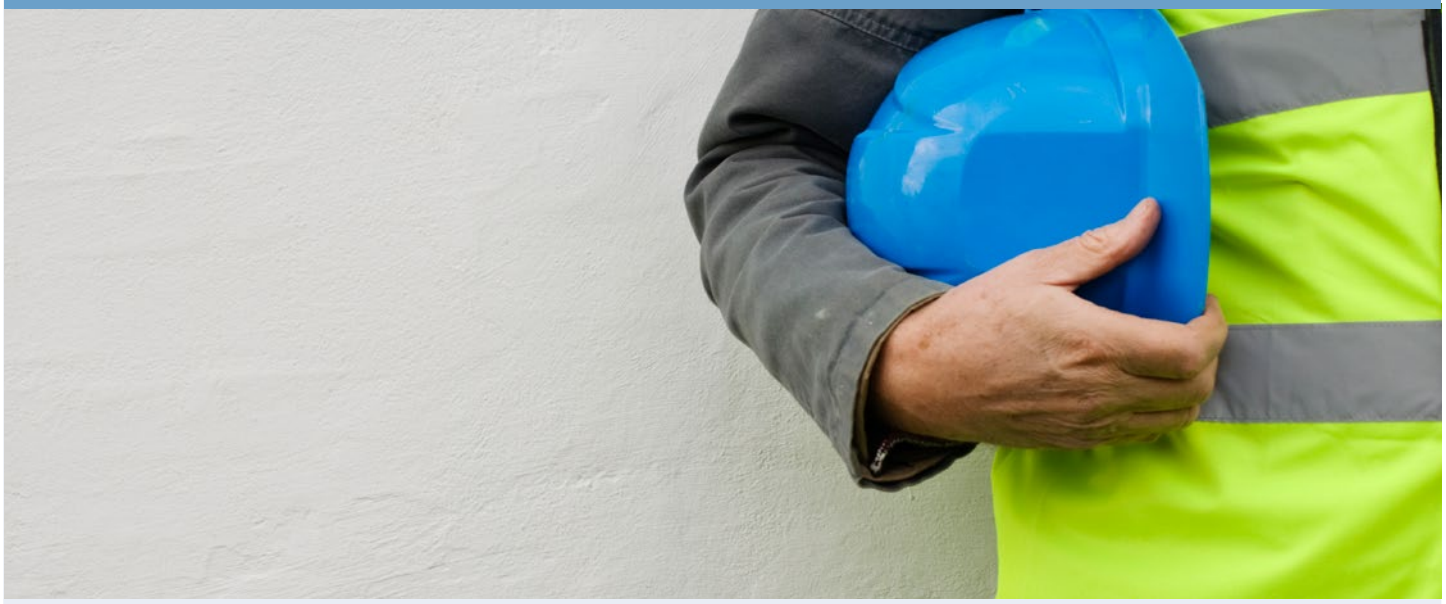
In any crash, it is doubly important that the root cause(s) and possible contributing factors are identified to find the “golden nuggets of opportunity” within the obvious grey cloud.

What could have been done differently that would prevent this happening? Possible root causes / factors in this crash are, but not limited to the following:

- An emergency vehicle entering a windy long one way TTM operation, along the opposing traffic live lane without effective controls
- No known process to effectively manage this contingency / risk
- No known actions taken by site staff to mitigate issues of allowing the emergency vehicle to travel the wrong way through the closure.
- Other(s) to be explored.

Do you have a viable contingency plan briefed and ready to be implemented by your worksite staff?

STMS of the Month



The sponsor for the 2020 First quarter was **Independent Traffic Control Ltd– thanks Rau, Vili and Vimal** for making this possible. STMS' of the month as follows, who received a certificate and gift voucher.

January 2020

There were **36 SCR's** awarded a High Standard result (out of a total of **104 SCR's completed**) in January 2020.

The STMS of the month of January 2020 was **Sione Salu (T8 Traffic Control Ltd)**. Unfortunately, we were unable to present his certificate and gift card at their company toolbox due to the Level 4 lockdown. The photo of him here was taken at a site while maintaining physical distancing.

February 2020

There were **33 SCR's** awarded a High Standard result (out of a total of **104 SCR's completed**) in February 2020.

The STMS of the month of February 2020 was **Ying Chu (Independent Traffic Control Ltd)**. Unfortunately, we were unable to present his certificate and gift card in person due to the Level 4 lockdown. Being an enterprising lot in New Zealand, we sent him the certificate via email and the voucher was delivered during Alert Level 3 while maintaining physical distancing. The picture of him here was taken in his bubble and sent to us for publication.

March 2020

There were **43 SCR's** awarded a High Standard result (out of a total of 134 SCR's completed) in March 2020.

The STMS of the month of March 2020 was **Robert Tipene (Evolution Traffic Management Ltd)**. Unfortunately, we were unable to present his certificate and gift card at their company toolbox due to the Level 4 lockdown. The photo of him here was taken at Auckland Transport's office at Viaduct Harbour while maintaining physical distancing.

Sign of the Month – Site Access: TZ2L – TZ2R

This sign is erected to give advance warning of an approved access point to a site located adjacent to the road, when the site access is directly off a live lane on that road.

CoPTTM intends them for access when work is on the road and there is a need to indicate to truck drivers where the access point is, so they can enter the site with minimal delays to other traffic.

Private developments have approved plans with them and similar to road works they could be useful to indicate the access point to trucks with the least amount of delay to other road users. Most construction sites have a condition in the resource consent stating that they need a construction traffic management plan, to cover off this requirement they need to show the access point.

Useful links / references:

Seeking information regarding submission and approval of CARs and TMPs (AT):
AT.govt.nz/about-us/working-on-the-road/corridor-access-requests

Information relating to Temporary Traffic Management (AT):
AT.govt.nz/about-us/working-on-the-road/traffic-management-plans

CoPTTM (NZTA):
www.nzta.govt.nz/resources/code-temp-traffic-management

MyWorkSites:
manage.myworksites.co.nz/

SafePlus:
The free to use SafePlus online self-assessment tool is ideal for small to medium sized businesses who want to re-evaluate their health and safety.
lnkd.in/dyZyXwG

Mobile Road: (now includes permanent speed limits)
mobileroad.org/desktop.html

Temporary Road Safety Barrier Design Statement – to accompany TMP:
https://www.nzta.govt.nz/assets/resources/code-temp-traffic-management/docs/2020/01a-Temp-Barrier-Design-Statement-April2020.docx

Useful contact details:

Auckland Transport main line

09 355 3553

(7 days / 24 hours)

- Road Corridor Access (AT)
- Traffic Management Coordinator (AT)
- Reporting Temporary Traffic Management issues (AT)

Notifications (AT)
Notifications@at.govt.nz

NB: CAR start and completion notification is undertaken in MYWORKSITES (manage.myworksites.co.nz/)

Site Condition Review appeal (AT)
RCA.AuditAppeal@at.govt.nz

Reporting a crash at a worksite (AT)
TTM.Crash@at.govt.nz

Issuing and Closing out of NNCs (AT)
NoticesofNonConformance@at.govt.nz

AT Metro Day of Operations (aka Service Disruptions)
Service.Disruptions@at.govt.nz

021 195 8510 or 09 448 7593

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